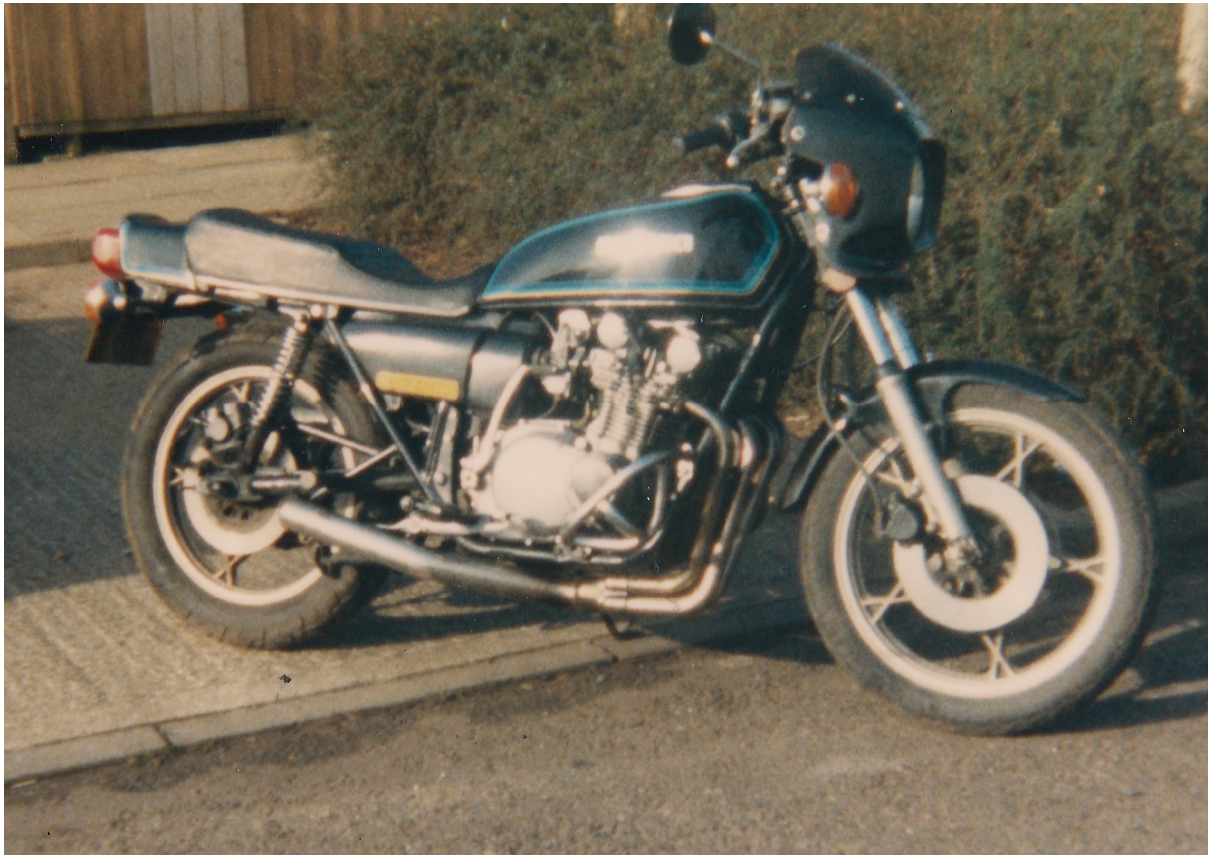
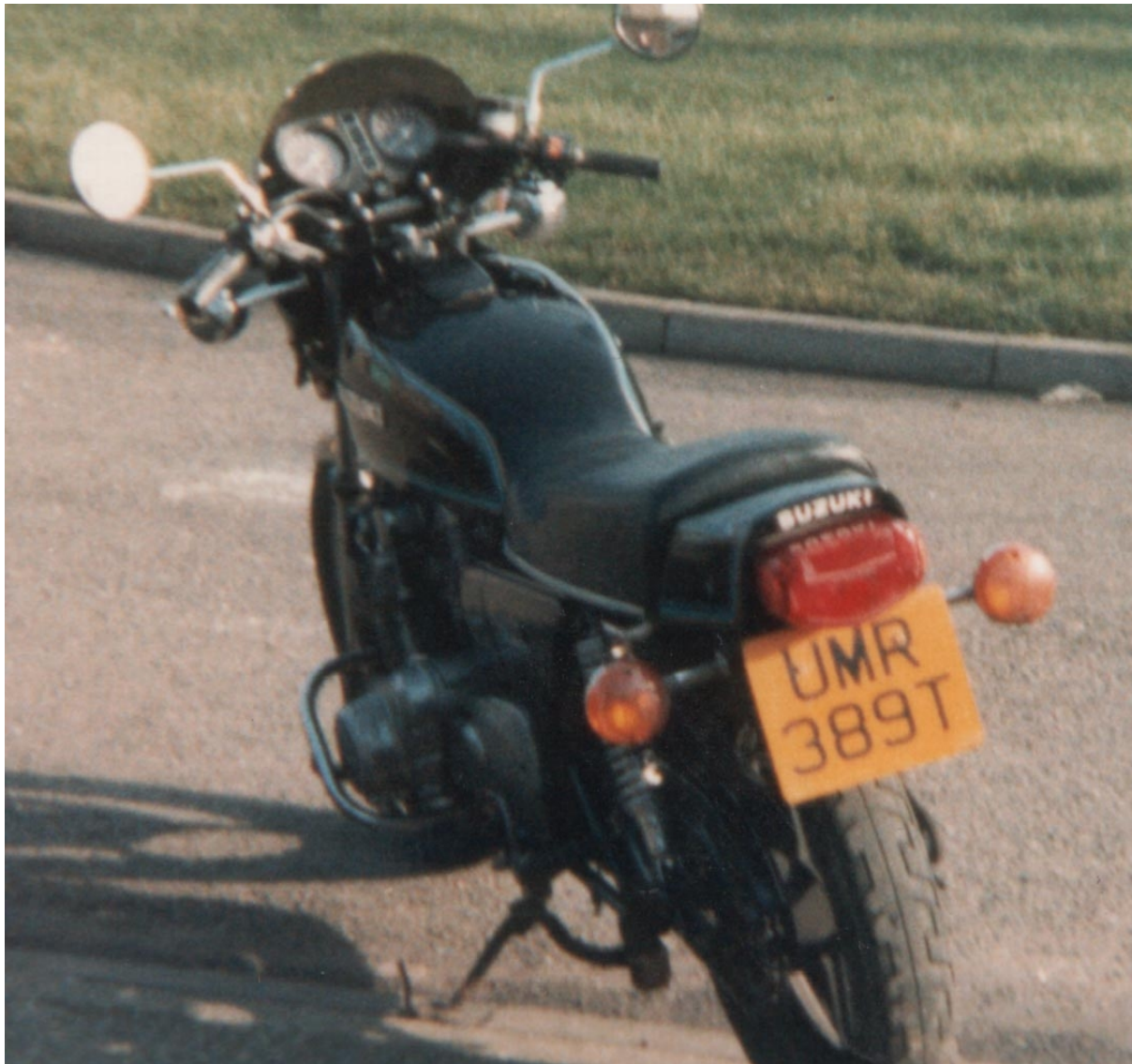


SUZUKI GS750



Released in November 1976 there is nothing to surprise you about the GS750 and nothing odd. It is practical and versatile as many custom bike builders have found. There was always plenty of GS750 chops about and the engine can be levered in to the GS550 frame...

Four cylinder twin camshaft with two valves per cylinder engine was pretty standard fare for the day and the engine has proven reliability.. Valve clearances are adjusted by changing shims which are conveniently placed above the buckets and even more conveniently seem never to need doing. Just make sure you put them in the right way round otherwise you will not be able to read the thickness etched into the shim. There is a special lever thing which costs next to nothing to depress the bucket enabling you to get the shim out using your wife's eyebrow tweezers or alternatively you can slide a large screwdriver in the gap and lever the bucket down. The camshaft is driven by a single row chain tensioned by a spring loaded and usually reliable tensioner behind the cylinders and under the carbs. The tensioner may need the occasional bit of a clean up and grease or even a little tap to free a stuck one.. And, if the cam chain rattles despite a nicely cleaned and greased tensioner it probably needs replacing. Out of balance carbs will make the cam chain rattle too.



Early carbs were slide type with a really nice and meaty intake roar. The price you paid was 35 to 40 mpg. Coupled to a petrol tank which only holds about 3 gallons of petrol, even though it looks big, means you are filling up every 100 miles or so . Its the one poor aspect of the bike that you can't easily do something about. (I have seen a GS1000 tank fitted to one which is very similar in appearance and certainly holds much more). Carb balance is easy enough if you have some vacuum gauges. That is, its easy as long as you don't mind burning your fingers trying to get the vacuum gauge hose adaptors to screw into the intake rubbers. Those of you who do not have vacuum gauges will get away with four ice lolly sticks. These are used to place under the intake slides of the carbs once you have removed the intake rubbers and opened the throttle a bit. The important bit here is to make sure all the sticks are poked in the carbs the same amount. As you open and close the throttle all the sticks will waggle up and down and should stay in line if viewed from the side. Adjust as

appropriate. Performance is helped if you remember to take the ice lolly sticks out before putting the intake rubbers back on. New sticks should be used each time and I would recommend only very high quality sticks as used, for example, in Magnum's. The air cleaner is wash and go. Contact breakers sit under a small cover on the clutch side and are easy to adjust if you really have nothing better to do.

Essential oil changes are quick and easy with the filter being changed every other oil change just as easily unless you have fitted the type of four into one exhaust which you find goes across the oil filter! Easy to check and as it's not cheap to replace exhausts you should knock the price down when buying. If that sounds drastic then consider further. The standard bike has bolts to hold the exhaust down pipes to the engine and not studs. So every other oil change those steel bolts have been unwound from the aluminium head. Once the bike is yours replace the bolts with stainless steel studs. Otherwise the engine seems largely unaffected by exhaust choice which probably has a lot to do with the amounts of fuel which go down them via the carbs.

With a 19 inch wheel at the front and a 18 inch wheel at the back the tyre choice Suzuki GS750 is going to be limited but always worth spending money on decent ones.

Standard Japanese discs of the era can be made to work in the wet with decent abrasive pads. Decent pads and tyres will have the front forks deflecting backwards under heavy braking. The forks seemed great when the bike was first unleashed on the public but compared to modern bikes they seem incredibly skinny. The standard swinging arm and shocks at the back don't fare much better. If the bike is standard and you want it to remain so (a classic!) then braking hard before the corner and powering out without wrestling with the bars as they gyrate around will see you going along at a very reasonable pace. The secret with these early Japanese bikes is not to fight with them when they go all bendy toy. If you have confidence in your tyres then leaning a bit more and gently feeding in the power works and is hugely entertaining for your mates.

Of course, the more sensible amongst you will have fitted a fork brace, shiny after market aluminium swinging arm and decent shocks at the back. Makes a wonderful difference to the handling and looks really cool.

Overall the Suzuki GS750 is a nice bike to own, maintain and ride. Having said that, I did not keep mine long as I spotted a Katana for sale nearby!

